Amendments to the SPECIFICATION:

Without prejudice, please amend without prejudice the Substitute Specification as follows:

Please amend the paragraph beginning at page 3, line 19 (and ending at page 4, line 33) of the Substitute Specification as follows:

--The method according the present invention is explained on the basis of Figure 2. Shown is a traffic situation comparable to that in Figure 1. On a roadway 10, including a plurality of lanes 10.1, 10.2, 10.3, vehicle 1 travels in center lane 10.2 and approaches two other vehicles 3 and 4 traveling in the same direction in adjacent lanes 10.1 and 10.3. Vehicle 1 is equipped with distance sensors S1, S2, S3, the at least partially overlapping sensing ranges of which sensors are designated as ES1, ES2, ES3. At least two sensors, namely sensors S1, S3, are positioned at the front of the vehicle, essentially in one plane. A third sensor S2 is also positioned at the vehicle front between sensors S1 and S3. Sensing ranges ES1 and ES3 of sensors S1 and S3 largely overlap. Their angular expansion on a horizontal plane is approximately +/-55°, for example. This means that at a distance of approximately 14m from the front of vehicle 1, each sensor S1, S3 having sensing range ES1, ES3 in the lateral direction covers a region of approximately +/- 6m. Therefore, in the case of multi-lane roadway 10 shown in Figure 2, at least partial regions of adjacent lanes 10.1 and 10.3 are covered in addition to own lane 10.2. In the case of a narrower road having, for example, only one lane for each direction, sensing ranges ES1, ES3 of sensors S1, S3 would sense the edges of the road and obstacles present there, in addition to the adjacent lane. According to the present invention, at least one sensor S2 has a sensing range ES2, the angular expansion of which is significantly less than that of sensing ranges ES1 and ES3. The angular expansion of sensing range ES2 may be so small that essentially only own lane 10.2 is covered for the maximum sensing range, as shown in Figure 2. Such a limitation of the horizontal sensing range of sensor S2 allows a selection of relevant object reflections to be made under the assumption that objects outside own lane 10.2, i.e., vehicles 2 and 3 in lanes 10.1 and 10.3, are no longer detected by sensor S2. An object is ~~namely~~ generated or triangulated when it is detected by at least two sensors. If the point of intersection of the sensing ranges of sensors S1 and S3 are in sensing range ES2 of sensor S2 but sensor S2 does not detect an object, no object is generated in sensing range ES2. The result is that the distance values detected by sensors S1 and S3 cannot be from the same object. Accordingly,

only objects detected by sensors S1, S3 as well as by sensor S2 are viewed as relevant targets. These are almost exclusively objects located in own lane 10.2. In the traffic situation shown in Figure 2, no object to be classified as relevant would be displayed according to this approach. Even the representation of an apparent target may be effectively suppressed even under particularly unfavorable conditions.--.